

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): A safety device for an elevator, comprising:

a pair of pivot levers provided to a car guided by a guide rail, the pair of pivot levers being pivotable about a pair of pivot shafts that are parallel to each other;

a plurality of braking members each provided to each of the pivot levers, the plurality of braking members being capable of coming into and out of contact with the guide rail through pivotal movement of the pivot levers;

a connecting member pivotally connected to connecting portions of the pivot levers, the connecting portions located on opposite ends of the connecting member along a plane formed by a longitudinal axis of the connecting member; and

an electromagnetic actuator configured to push the connecting member in a first direction to pivot the pivot levers in a braking direction to bring the braking members into contact with the guide rail and to pull the connecting member in a second direction to pivot the pivot levers in a releasing direction to bring the braking members out of contact with the guide rail,

wherein the connecting portions of the connecting member with the pivot levers are arranged on the same side with respect to a plane containing axes of the pivot shafts, and

wherein the electromagnetic actuator causes the connecting member to undergo reciprocating displacement in a direction perpendicular to the plane.

Claim 2 (Cancelled)

Claim 3 (Currently Amended): A safety device for an elevator comprising: ~~according to Claim 1, wherein:~~

a pair of pivot levers provided to a car guided by a guide rail, the pair of pivot levers being pivotable about a pair of pivot shafts that are parallel to each other;

a plurality of braking members each provided to each of the pivot levers, the plurality of braking members being capable of coming into and out of contact with the guide rail through pivotal movement of the pivot levers;

a connecting member pivotally connected to connecting portions of the pivot levers, the connecting portions located on opposite ends of the connecting member along a plane formed by a longitudinal axis of the connecting member; and

an electromagnetic actuator configured to move the connecting member in a first direction to pivot the pivot levers in a braking direction to bring the braking members into contact with the guide rail and to move the connecting member in a second direction to pivot the pivot levers in a releasing direction to bring the braking members out of contact with the guide rail,

wherein connecting portions of the connecting member with the pivot levers are arranged on different sides with respect to a plane containing axes of the pivot shafts; and

wherein the connecting member extends in opposite directions from the electromagnetic actuator and the electromagnetic actuator causes the connecting member to undergo reciprocating displacement along a straight line connecting between the connecting portions.

Claim 4 (Currently Amended): ~~A safety device according to Claim 1,~~ A safety device for an elevator, comprising:

a pair of pivot levers provided to a car guided by a guide rail, the pair of pivot levers being pivotable about a pair of pivot shafts that are parallel to each other;

a plurality of braking members each provided to each of the pivot levers, the plurality of braking members being capable of coming into and out of contact with the guide rail through pivotal movement of the pivot levers;

a connecting member pivotally connected to connecting portions of the pivot levers, the connecting portions located on opposite ends of the connecting member along a plane formed by a longitudinal axis of the connecting member; and

an electromagnetic actuator configured to push the connecting member in a first direction to pivot the pivot levers in a braking direction to bring the braking members into contact with the guide rail and to pull the connecting member in a second direction to pivot the pivot levers in a releasing direction to bring the braking members out of contact with the guide rail,

wherein connecting portions of the connecting member with the pivot levers are arranged on a first side of a plane containing axes of the pivot shafts in a case that the braking members are in contact with the guide rail, and

the connecting portions are arranged on a second side of the plane containing the axes of the pivot shafts in a case that the braking members are out of contact with the guide rail.

Claim 5 (New): A safety device according to Claim 1, wherein the actuator is connected to the safety device at a center position between the braking members.

Claim 6 (New): A safety device according to Claim 5, wherein the actuator is arranged above the connecting member.

Claim 7 (New): A safety device according to Claim 5, wherein the actuator is arranged below the connecting member.

Claim 8 (New): A safety device according to Claim 1, wherein the actuator includes a movable shaft extending between the actuator and the connecting member, the movable shaft is connected to the connecting member at a position of the connecting member equally between the connecting portions of the pivot levers.

Claim 9 (New): A safety device according to Claim 1, wherein the connecting member includes elongated holes at opposite end portions that are configured to pivotally connect with the connecting portions of the pivot levers.

Claim 10 (New): A safety device according to Claim 9, wherein the connecting portion for each pivot lever includes a projection that projects substantially perpendicular to a plane formed by the pivot lever, the projections slidably engage respective elongated holes of the connecting member.

Claim 11 (New): A safety device according to Claim 10, wherein the elongated holes extend in a longitudinal direction of the connecting member.

Claim 12 (New): A safety device according to Claim 1, wherein each of the braking members includes an engaging element to connect with an end portion of a respective pivot lever, the end portion of the pivot levers includes an elongated hole to receive the engaging element of the brake member.

Claim 13 (New): A safety device according to Claim 1, wherein the actuator pushes and pulls the connecting member in the first and second direction such that the connecting

member is displaced substantially perpendicular to a plane that extends through longitudinal axes of the pivot shafts of the pivot levers.